

DELTA TOWNSHIP DELTA TOWNSHIP NON-MOTORIZED TRANSPORTATION PLAN



WHY PLAN A NON-MOTORIZED TRAIL SYSTEM IN DELTA TOWNSHIP?

Delta Township would like to expand the non-motorized transportation system to provide township residents with a variety of low cost transportation and recreation opportunities. The Township also wishes to enhance pedestrian and recreational access to the natural beauty of the Grand River and Carrier Creek. In addition the Township would like to provide a convenient connection to existing nonmotorized trail systems in communities to our east and west. Lansing, East Lansing, Grand Ledge, and Portland all have existing trail systems.

A comprehensive non-motorized system will allow residents to traverse the Township conveniently utilizing a variety of non-motorized transportation alternatives while enjoying a trail system that provides accessible and inexpensive physical fitness. Furthermore, non-motorized trails provide Delta Township residents with a higher quality of life, increasing property values and local tax revenue. The economic benefits of trail systems neighboring a community have been studied by the National Park Service¹ and in an additional study by the Urban Land Institute.² Both studies indicate that trails increase tourism and trail-related businesses to the area and reduce the number of single-occupant vehicle trips, improving air quality. With the increasing popularity of trail systems, Delta Township has access to many federal and state grant opportunities to obtain land and build trails.

INTRODUCTION

The implementation of a non-motorized plan in Delta Township specifically addresses many goals that are outlined in The Delta Township Strategic Plan, The Delta Township Parks, Recreation, and Open Space Plan, and The Delta Township Sidewalk Plan³. These goals include:

- Developing a community identity
- Using managed growth strategies to guide future development
- Preserving and enhancing existing neighborhoods and business districts
- Improving the quality of life in residential areas, business districts, and while traveling within the township
- Providing high quality services and facilities
- Developing a variety of recreational opportunities, both summer and winter, active and passive
- Providing connections between existing recreational attractions
- Preserving forest areas, especially those near the water for picnicking, walking, environmental education, and scenic purposes

¹ June 28, 2002. Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors: A Resource Book. http://www.nps.gov/pwro/rtca/econ_index.htm

² July 3, 2002. The Economic Benefits of Walkable Communities. http://www.lgc.org/freepub/PDF/Land_Use/focus/walk_to_money.pdf

³ For additional information, please reference The Delta Township Sidewalk Plan, The Delta Township Parks, Recreation, and Open Space Plan, and The Delta Township Strategic Plan.

- Preserving open spaces in ground water recharge areas
- Maintaining undeveloped land in areas prone to flooding that can serve as parks and recreation areas
- Creating an interrelated parks system
- Creating an optimal functional relationship between community facilities and transportation
- Developing an efficient and pleasant pedestrian and bicycle transportation system, providing effective circulation for users of schools, parks, churches, and other public and private institutions
- Reducing single-occupant motor vehicle trips and minimizing traffic congestion
- Supporting and encouraging a healthy lifestyles

The Delta Township Non-Motorized Transportation Plan will further study and identify specific actions necessary to accomplish the above goals.

OVERALL, LONG-TERM PLAN

Delta Township is through this plan investing in public amenities and a high quality of life for Delta Township residents to maintain a competitive edge with other regions in the state of Michigan, the country, and the world. When individuals and families decide where to live, the presence of trails and other outdoor recreation facilities is often an important factor. Trails provide a safe, alternative mode of transportation, allowing children to walk or ride their bikes to school, the park, a friend or relative's house. Open space provides a family environment for recreation, a place parents and children can enjoy an evening stroll, a Saturday picnic, or a trip to a local softball game.

The Delta non-motorized plan continues the commitment to provide pedestrian and bicycle facilities along major roadways. The recreational trails component of the plan would begin with the development of:

1. trails on existing park lands
2. connect major parklands, public amenities and attractions
3. connect with the existing sidewalks system
4. develop roadside bicycle pathways
5. trails along the East-West Collector from Canal Rd. to Sharp Park
6. trails along the Grand River from Waverly Rd. to Eaton Highway
7. a trail along Carrier Creek from Hawk Hollow to Players Club

The long-term trail plan will connect to sidewalks and roadside bicycle paths, linking schools, major business and commercial districts, housing developments, and other public and private institutions.

The purpose of a comprehensive non-motorized plan is to ensure that all Delta Township residents, regardless of physical or socio-economic differences, will have the opportunity to enjoy recreation, enrichment, and leisure. A non-motorized system of trails provides

both active and passive recreation and transportation opportunities for residents of all ages. It fosters an enhanced quality of life in Delta Township by providing a visual and functional resource for everyone to enjoy. In addition, a non-motorized plan also enhances the environmental quality of Delta Township.

BACKGROUND

Recently, township officials have become increasingly interested in developing a non-motorized system of paths and trails within Delta Township. This Plan is an outgrowth of the Board's interest. A comprehensive non-motorized plan also includes the development of an effective sidewalk and bicycle path system along major roadways. The Township adopted a Township-wide Sidewalk Plan in April of 1986 and has implemented many of the recommendation. An update to the Sidewalk plan is underway by the Planning Department. It is important to understand that the Sidewalk Plan focuses on development of traditional roadside sidewalks that are predominantly designed for pedestrian traffic while the non-motorized plan includes provisions for all non-motorized transportation alternatives. Delta Township may want to consider adding a non-motorized component to its master land use plan to reinforce the addition of trails and non-motorized pathways into overall community development.

Across the country a movement to combat urban sprawl and create livable communities has generated the development of trails and greenways. At the heart of this movement is the desire to promote non-motorized activity in suburban and urban environments, reducing the need for single-occupant vehicle trips. Trails and greenways are emerging as routes that connect a variety of community facilities and provide a healthy means of transportation and recreation. The state of Michigan has one of the longest networks of rails to trails pathways in the United States. In addition, the Lansing area has constructed the Lansing River Trail and is planning on extending the Red Cedar Greenway through East Lansing. Many funding and technical sources nationally and locally devote resources specifically to the construction of trails and greenways. Delta Township can join this movement to develop a healthy, livable, walk able community in central Michigan.

In recent years, the amount of vehicular traffic in Delta Township has been steadily increasing due to development. Multi car families and changing lifestyles also add to vehicular congestion. Many township residents no longer feel comfortable using vehicle lanes to traverse the township by bicycle, in-line skates, foot, or other non-motorized means. The Delta Township non-motorized plan works to remedy this situation, providing safe avenues for residents traveling by non-motorized methods.

With a well-organized and maintained non-motorized system, Delta Township can provide invaluable community recreation facilities. Delta Township residents of all ages will benefit from ample facilities for walking, bicycling, in-line skating, winter cross-country skiing, and community events.

DEMOGRAPHICS

Over the past ten years, Delta Township had one of the highest growth rates in the capital region. Between 1990 and 2000, the growth rate for the entire state of Michigan was 6.9%. The tri-county region grew by only 3.5%. Whereas Eaton County grew by 11.6%, and Delta Township grew by an even greater 13.6%.

Table 1 – Comparative Population Statistics

<u>Population</u>	1990	2000	% Growth
State of Michigan	9,295,297	9,938,444	6.9%
Tri-County Region	432,674	447,728	3.5%
Eaton County	92,879	103,655	11.6%
Meridian Township	35,644	39,116	9.7%
Delta Township	26,129	29,682	13.6%

Although, Delta Township's growth rate has been higher than most of the rest of the region, Delta Township's population is older on average than the state, regional, or county levels, with a median age of 38.4. This indicates that the growth Delta Township has experienced recently has been through the migration of working-age individuals as well as retirement communities, into the township and not through a high birth rate. When planning a non-motorized system and other recreational facilities, this population characteristic should be taken into consideration.

Table 2 – Comparative Average Ages

<u>Median age</u>	
State of Michigan	35.5
Tri-County Region	32.7
Eaton County	36.4
Meridian Township	35.4
Delta Township	38.4

The following two tables provide a more detailed breakdown of the Delta Township population by age and sex. These tables also indicate that the majority of the township population is between the ages of 35-54.

Table 3 – Delta Township Age Distribution

<u>Age</u>		
<u>Distribution</u>		
Under 5	1,677	5.6%
05 - 14	3,811	12.8
15 - 24	4,117	13.9
25 - 34	3,847	13.0
35 - 44	4,466	15.0

45 - 54	4,820	16.2
55 - 64	3,045	10.3
65 - over	3,899	13.1
Total:	29,682	-

Table 4 – Delta Township Age/Sex Distribution

Age/Sex Distribution	Females		Males		Combined	
Under 18	3,376	21.6%	3,416	24.4%	6,792	22.9%
18 - 65	9,935	63.4	9,056	64.6	18,991	64.0
65 - over	2,354	15.0	1,545	11.0	3,899	13.1
Total:	15,665	-	14,017	-	29,682	-

GOALS, OBJECTIVES, AND POLICIES

Following are the goals of the Delta Township Non-Motorized Plan that support the goals of other township publications and further a township-wide non-motorized transportation system:

- I. Devote the same funding (Presently \$50,000 annually recommended by the CIP but actual funding varies from year to year.) to a non-motorized transportation system as to sidewalk construction. If the sidewalk budget is under budget, devote this additional money to non-motorized construction. Increase funding to non-motorized trails when doing so would increase the Township's likelihood of securing grant funds for pathway construction.
- II. Provide adequate pedestrian and bicycle pathways along major roadways.
 - A. Continue implementation of the Delta Township Sidewalk Plan.
 - B. Provide bicycle lanes or wider shoulders along roadways with priority being given to corridors connection key public attractions.
 - C. Consider impacts to pedestrians and non-motorized transportation when designing roadway and intersection improvements.
 - D. Install bicycle-friendly drainage gratings, provide adequate pedestrian crossing time and other non-motorized considerations, including vehicle and pedestrian signing.
 - E. Keep sidewalks sufficiently removed from street traffic wherever the right-of-way is sufficient. (10 feet as per the Eaton County Road Commission Standards).
 - F. Study and implement cooperatively with Eaton County Road Commission pedestrian crossing enhancements (i.e. different texture or color than the rest of the road to identify pedestrian crossways).
 - G. Include bikeway indicators on stoplights.
 - H. Encourage new business and commercial developments to include bicycle lockers and showers for commuters.
- III. Develop a non-motorized corridor along the East-West Collector.
 - A. Use right-of-way land designated as the East-West Collector to develop a non-motorized trail, with the East end of the trail emptying into Sharp Park.
 - B. Provide access to adjacent housing developments.
 - C. Provide access to local commercial areas.
- IV. Enhance the Grand River and Carrier Creek as the most important natural resources of Delta Township.

- A. Create a non-motorized corridor along the Grand River with Delta Township.
 - B. As land becomes available for sale, approach landowners along identified corridors about land donations or potential purchase as a designated non-motorized pathway easement.
 - C. Envision future connection of Delta non-motorized path along the Grand River to the Lansing River Trail and Red Cedar Greenway.
 - D. Use this part of the non-motorized trail system for environmental and conservation education.
 - E. In sensitive wildlife habitat areas, consider preserving tracts or small sanctuaries of land along the trailway.
- V. Extend non-motorized system throughout the township to connect area parks, schools, housing developments, business and commercial districts, and other public and private institutions.
 - A. Parks that would eventually be connected through the non-motorized system include: Delta Mills Park, Lootens Park, Grand Woods Park, Hawk Meadow, Grand Ledge/Fitzgerald Park/Lincoln Brick, Leland Park, and the Players Club Golf Course
 - B. Create or extend connections between major housing developments and schools.
 - C. Acquire land in the western side of Delta Township to extend the township park and trail system.
- VI. Develop connecting pathways where high-density and multiple land use developments exist.
 - A. For high-density development areas, assure the provision of accompanying non-motorized corridors through easements or land set asides, like the similar consideration within the Sidewalk Plan.
 - B. Provide incentives to build connections between new housing developments and neighboring business districts.
 - C. Encourage the use of previously developed properties.
- VII. Assure Delta Township citizens a voice in the progress of public recreation.
 - A. Invite citizen input through household surveys.
 - B. Provide opportunities for citizens to learn about the non-motorized system and to ask questions.
 - C. Allow citizens the opportunity to join a trail advisory committee or friends of the trail group.

DESIGN CONSIDERATIONS

In order to ensure that the community actively utilizes Delta Township's non-motorized facilities, a number of design considerations are important to develop an environment that is safe and pleasant for the user. Non-motorized facilities in Delta Township will serve two purposes – transportation and recreation – although certain paths may serve both functions concurrently. Accordingly, facilities and their users will have different needs.

Transportation facilities include sidewalks and bicycle paths along major roadways and trails that directly connect two or more destinations. Users of these routes, would appreciate:

- Adding bicycle lanes or wider shoulders to major roads and adding bikeway indicators to stoplights.
- Non-motorized pathways should be a minimum of 10' wide to accommodate two-way traffic. This is also the minimum width necessary to be eligible to apply for federal grant programs.
- Encouraging pedestrian islands in major parking lots to facilitate pedestrian traffic through the parking lots and slow motor vehicles.
- Coordinate with responsible agencies to ensure bicycle-friendly drainage gratings, adequate pedestrian crossing time at intersections, and vehicle and pedestrian signing
- Keeping sidewalks sufficiently removed (10 feet where possible) from street traffic.
- Incorporating pedestrian-friendly crossings on surface roads.

Recreation facilities include longer trails that connect to the parks and greater trail system, although shorter pathways that connect destinations may also be included in this designation. Users of these routes would appreciate a variety of amenities, many of which can be progressively added to the trail system as it develops and elongates.

- Multiple access points provide convenience for potential trail users.
- Decorative signs, plaquards, entrance lighting and walls clearly mark the trail's entrance points.
- Benches allow trail users, especially small children and the elderly, to rest during their journey.
- Periodic restrooms and drinking fountains maintain the comfort of pedestrians and bicyclists. These may be provided at the connecting parks.
- Well-placed waste containers keep the trails free of litter.
- Pedestrian streetlights allow the trails to be used safely at dawn, dusk, night, and during inclement weather.
- Landscaping with planters, wildflowers and other plantings of three-season color, evergreens, and trees offer an attractive atmosphere.
- Meandering paths afford diverse physical and visual scenes.

- Picnic areas, playground areas, event areas, courtyards, and bicycle racks (may be afforded within the connecting parks) allow the trail areas to be extended for a myriad of community uses.

CONSTRUCTION GUIDELINES

The Institute of Transportation Engineers recommends sidewalks a minimum of 5 feet wide and a buffer zone of 4-6 feet from the street.⁴

The American Association of State Highway and Transportation Officials (AASHTO) recommends that multi-use trails be a minimum of 10 feet wide to accommodate users in both directions. In urban areas with heavy traffic, trails need to be wider yet, with a minimum of at least 12 feet.⁵ An additional two feet of empty space on each side of the trail is also recommended so that users can easily avoid vegetation or man-made barriers such as walls and signs.

COSTS

Cost for a concrete trail is estimated at \$11/square foot. Asphalt is less expensive to build, but it is more costly to maintain and maybe more difficult for mobility impaired pedestrians to navigate.⁶ Further estimates placed either concrete or asphalt trails at \$125,000 per mile.⁷

PRIORITIES

A comprehensive system of non-motorized trails throughout Delta Township will take many years to complete. In order to proceed in a unified, cohesive manner, the Township should follow priorities listed below:

- I. Form a trail advisory group. This group can be composed of township officials, parks and recreation staff, citizens and businessmen, and other interested citizens.
- II. Gather input.
 - Conduct a survey assessing the wants and needs of Township citizens.
 - Hold design sessions to inform the public and encourage input.
 - Provide public workshop, presenting an overview of the proposed project and the recommendations for action.

⁴ August 27, 2002. Pedestrian and Bicycle Information Center. http://www.walkinginfo.org/de/curb1.cfm?codename=1a&CM_maingroup=Pedestrian%20Facility%20Design

⁵ August 27, 2002. Design of Trails. <http://www.walkinginfo.org/rt/design.htm>

⁶ August 27, 2002. Pedestrian and Bicycle Information Center. http://www.walkinginfo.org/de/curb1.cfm?codename=1a&CM_maingroup=Pedestrian%20Facility%20Design

⁷ August 27, 2002. Design of Trails. <http://www.walkinginfo.org/rt/design.htm>

- III. Invest first in the development of pathways within existing parks and along public right-of-ways. Begin designing a pathway along the East-West Collector right-of-way, along the Grand River and Carrier Creek. Acquire additional right-of-way where necessary.
- IV. In accordance with the sidewalk plan, coordinate the continued installation of sidewalks along roadways during road reconstruction projects.
- V. Determine which connector pathways (between parks, schools, etc.) are used most frequently and begin design and construction on those first.

Highest priority is given to non-motorized trails that are located in or connected to existing Township parks and rights-of-way.

INVOLVING THE COMMUNITY/ADVOCACY CAMPAIGNS

The following list identifies a number of strategies to successfully organize your community and begin a non-motorized trail system. The Township may include any of the following activities:

- Conduct research and adopt an implementation plan.
- Form an organizing group or advisory committee, inviting both public officials and citizens to join. Develop and adopt a logo and name for the new non-motorized trail system. Delegate specific duties to specific organizers.
- Define each phase of trail development in small, achievable steps with a realistic budget. List all of the natural attributes connected with the trail: bodies of water, meadows, and forests. Also list the facilities that the trail will connect: towns, schools, public buildings, museums, hotels, neighborhoods, parks, retirement homes, business and commercial districts.
- Identify any interesting structures along the trail: bridges, railroad or historic features.
- Identify potential advocate groups: bicyclists, schools, land trusts, bird watchers, youth-oriented organizations, and neighborhood or senior organizations.
- Research potential partnerships with local schools, civic groups or the army reserve to build and maintain the trails; there may also be a potential integration with local college curriculums.
- Brainstorm community fundraising events: bicycle rides, local business sponsorship or donation of equipment, private donations to fund specific stretches of the trail, a community festival with admission fee, an auction or raffle of donated goods and services.
- Hire a photographer to record trail events.

After the trail group is organized, there are many ways to invite community input and involvement in order to generate excitement.

- Take a community survey or observe visually routes that pedestrians and bicyclists now travel and identify what they like and don't like about current conditions.
- Communicate the goals of the trail group through public hearings.

- Use pictures of the existing trail systems in neighboring communities to generate interest.
- Create “Friends of the Trail” groups to help organize trail events and participate in fundraising and construction.
- Provide outreach opportunities, like workshops and field trips, to educate the public about the trail site.
- Involve the community through a trail naming contest and volunteer workdays.
- Host an opening ceremony for the trail: a concert, donor party, trail-athon, nature walk or parade. Also celebrate the opening of subsequent extensions, large financial gifts, awards, holidays, and provide opportunities for trail events throughout the year, hay rides and sleigh rides, for example.

To address adjacent landowner concerns and to inform the public provide thorough information and allow for input.

- At the beginning of the project, use conceptual versus detailed maps of the overall project.
- Do background research on the proposed areas to identify any potential hazards, jurisdictional overlap, landowner privacy issues, and trail management strategies.
- Listen to all of the opposition voices and address specific concerns. Seek allies amongst adjacent residents and work with as many landowners, supporters and opponents as possible.
- Invite former trail opponents from other projects to speak on their experiences and how their views have changed with the implementation of a trail system.

Maintain a good relationship with the press to help with community relations.

- Make press releases interesting and accurate. Limit them to one page and be concise. Use a strong, descriptive headline.
- Also include accompanying fact sheets about the trail and approved quotes from notable residents.
- Invite the press to all trail events.

FUNDING

The following list includes various trail funding sources. Some require a joint application with the regional Department of Natural Resources office or the regional transportation agency. Other opportunities, like local business sponsorships, would be undertaken by the trail organizing group or a “Friends of the Trail” group.

- **Transportation Enhancement Program**, federal grant administered by state department of transportation. Must work with transportation agency that has jurisdiction to submit application. Should be proposed and approved. Additional consideration is given to projects included in a comprehensive master plan. (http://www.michigan.gov/documents/instructions_17182_7.pdf)

- **National Recreational Trails Fund Grants**, federal grant through the Department of Transportation Highway Administration
- **Recreation Improvement Fund Grants**, state grants sponsored through DNR regional division, can be used for trail development. Local government units must develop joint applications with the DNR division.
- **Community Development Block Grants**. Apply to the Michigan Economic Development Corporation.
- **Promoting Active Communities Award**. Governor's Council on Physical Fitness, Health, and Sports, P.O. Box 27187, Lansing, MI, 48909. The Michigan Fitness Foundation. Application includes community self-assessment. www.michiganfitness.org
- **Transportation Economic Development Fund**, state grants in category C of improved quality of life
- **MI Natural Resources Trust Fund**. For acquisition and development of trails contributing to overall state trail system. Need to include community recreation plan. Apply to DNR. (http://www.michigan.gov/dnr/1,1607,7-153-10366_11864-29094--,00.html)
- **Rivers, Trails, and Conservation Assistance Program**. Apply to regional National Park Service division.
- **Recreational Trails Program**. Local government units must develop joint applications with the DNR division.
- **National Park Service, rivers and trails**, also provides technical assistance
- **Bikes Belong Coalition**. To develop bicycle facilities. Apply to Bikes Belong. (www.bikesbelong.org)
- **Tri-County Bicycle Association**. DALMAC fund for bicycle trail development. Apply to DALMAC fund. (www.biketcba.org)
- **Pathways to Nature Conservation Fund**, to enhance environmental education activities and bird/wildlife viewing, should attract 100,000 visitors per year
- **Land and Water Conservation Fund**. To develop public, outdoor recreation areas. State contact: L&WCF Program, Department of Natural Resources, P.O. Box 30028, Lansing, MI 48909, (517) 373-2329. (<http://www.ncrc.nps.gov/PROGRAMS/lwcf/index.html>)
- **Sustainable Development Challenge Grants**. Promote environmental and economic sustainable development. Apply to the Environmental Protection Agency. (<http://www.epa.gov/owow/watershed/wacademy/fund/sustainable.html>)
- **Federal Public Lands Highways Discretionary Fund** – state transportation departments
- **Capital Region Community Foundation**, for innovative, new solutions with the potential for ongoing impact, includes matching gifts. (www.crcfoundation.org)
- **Local business sponsorships**
- **Watershed Protection and Flood Prevention Program**. Public recreation, wildlife habitat enhancement, watershed protection. State point person: Richard W. Pfaff, Southeast Michigan Council of Governments, (313) 961-4266, rpaff@semcog.org. (<http://aspe.os.dhhs.gov/cfda/p10904.htm>)

- **Nongame Wildlife Fund Grants**, MI DNR, to protect and manage natural communities. Each fall the DNR announces the annual emphasis. Apply to Michigan DNR.
- **Robert Wood Johnson Foundation**, promote healthy communities, includes public agencies. Must be answering one of the open calls listed on their site. (www.rwjf.org)

REFERENCES

Delta Township Sidewalk Plan Update, February 2002 Draft

Great websites:

- Trails and Greenways Clearing House (www.trailsandgreenways.org)
They also offer a book: Greenways: A Guide to Planning, Design, and Development (\$30)
- Conservation Fund (www.conservationfund.org)
- Pedestrian and Bicycle Information Center (www.walkinginfo.org and www.bicyclinginfo.org)
- Smart Growth Network (www.smartgrowth.org) good links and general information

National Park Service, rivers and trails, also provides technical assistance (www.nps.gov/chal/rta/fundfind.htm)

Michigan State University, Planning and Design Library, filed plans:

- Hawaii, Honolulu, "Guide . . ."
- Michigan, Armada Township, "Armada Township . . ."
- Michigan, Grand Valley, "Bicycle Plan . . ."
- Michigan, Macomb County, "Macomb . . ." provided comprehensive area overview, lists of figures and tables
- Oregon, Portland, "Portland Pedestrian . . ."

Books:

- Burden, D. Walkable Communities
- Pushkarev, B. Urban Space for Pedestrians
- Tolley, R. The Greening of Urban Transport
- National Cooperative Highway Research Program Report 294B Planning and Implementing Pedestrian Facilities and Suburban and Developing Rural Areas

Plans from other communities

- Ann Arbor – Parks, Recreation and Open Space Plan (www.ci.ann-arbor.mi.us/framed/parks/index.html)
- Royal Oak – Master Plan (www.ci.royal-oak.mi.us/mp/index.html)
- Novi – Master Plan (www.ci.novi.mi.us/Services)

League of Michigan Bicyclists, resource library, including how to guides, corner of Cedar and Kalamazoo in Lansing (available, but not used)

MI DNR Trails program director from Delta Township (available, but not used)

AASHTO, the American Association of State Highways and Transportation, the greenbook provides common guidelines on construction, would also provide some safeguard from litigation (www.aashto.org)

Tri-County Regional Planning Commission, local metropolitan planning organization. There was an

inventory of non-motorized facilities. Paul Hamilton is the TEA funding consultant.
(www.tricountygrowth.com) (available, but not used)

Also, Tri-County Regional Growth Plan that includes a non-motorized component.
(www.tri-co.org) (did not speak to anyone about specific non-motorized component)

Appendix A

GRANT CRITERIA

1. **Transportation Enhancement Program**, federal grant administered by state department of transportation. Must work with transportation agency that has jurisdiction to submit application (Eaton County Road Commission). New projects must be proposed and approved before applying for grant money. All projects must be environmentally sound and include evidence of environmental review. The application should include letters or resolutions of support from local units of government and local road commission. A maintenance plan must also be included. Must provide at least 20 percent match. Additional consideration is given to projects included in a comprehensive master plan, projects providing 50 percent or more matching (communities qualifying as “eligibly distressed” may match only 20 percent and get credit for matching 50 percent), projects moderate in cost that can be implemented quickly. Sidewalks are not qualifying non-motorized facilities. Eligible non-motorized projects include: property acquisition, grade separation structures, grade preparation and surfacing, pavement marking and signage, trail heads, and user amenities. Application process is being revised; they will be accepted continuously and announced twice a year.
(http://www.michigan.gov/documents/instructions_17182_7.pdf)
2. **National Recreational Trails Fund Grants**, federal grant through the Department of Transportation Highway Administration
3. **Recreation Improvement Fund Grants**, state grants sponsored through DNR regional division, can be used for trail development. Local government units must develop joint applications with the DNR division.
4. **Community Development Block Grants**. Apply to the Michigan Economic Development Corporation.
5. **Promoting Active Communities Award**. Governor’s Council on Physical Fitness, Health, and Sports, P.O. Box 27187, Lansing, MI, 48909. The Michigan Fitness Foundation. Application includes community self-assessment.
www.michiganfitness.org
6. **Transportation Economic Development Fund**, state grants in category C of improved quality of life
7. **MI Natural Resources Trust Fund**. Grants provided to local units of government for the acquisition and development of outdoor recreation facilities or the protection of natural resources. 2002 Special Initiatives categories included the acquisition and development of trails contributing to overall State trail system. 2003 Special Initiatives and deadlines are not posted yet. A copy of the community recreation plan

must be included. Apply to DNR. At least 25 percent match required.
(http://www.michigan.gov/dnr/1,1607,7-153-10366_11864-29094--,00.html)

8. **Rivers, Trails, and Conservation Assistance Program**. Apply to regional National Park Service division.
9. **Recreational Trails Program**. Local government units must develop joint applications with the DNR division.
10. **National Park Service**, rivers and trails, also provides technical assistance
11. **Bikes Belong Coalition**. Assist organizations that will be funded by the Transportation Equity Act. Criteria include: scope of facilities, expected increase of bicyclists in the area and number attracted to area because of new facilities, local bicycle industry's level of involvement, influence on future projects. Apply to Bikes Belong. (www.bikesbelong.org)
12. **Tri-County Bicycle Association**. DALMAC fund for bicycle trail development. Apply to DALMAC fund between January 1 and March 15.1 Application available on website. (www.biketcba.org)
13. **Pathways to Nature Conservation Fund**, to enhance environmental education activities and bird/wildlife viewing, should attract 100,000 visitors per year
14. **Land and Water Conservation Fund**. To acquire land and develop public, outdoor recreation areas. State contact for additional information: L&WCF Program, Department of Natural Resources, P.O. Box 30028, Lansing, MI 48909, (517) 373-2329. (<http://www.ncrc.nps.gov/PROGRAMS/lwcf/index.html>)
15. **Sustainable Development Challenge Grants**. Promote environmental and economic sustainable development, linking environmental management and quality of life activities. Apply to the Environmental Protection Agency. (<http://www.epa.gov/owow/watershed/wacademy/fund/sustainable.html>)
16. **Federal Public Lands Highways Discretionary Fund** – state transportation departments
17. **Capital Region Community Foundation**. For innovative, new solutions with the potential for ongoing impact, includes matching funds. Priority will be given for projects that will reach a broad segment of the community, assist citizens whose needs are not currently being met by existing services/facilities. Due on April 1st. Application found online (<http://www.crcfoundation.org/grantsapply.html>). (www.crcfoundation.org)
18. **Local business sponsorships**

19. **Watershed Protection and Flood Prevention Program**. Public recreation, wildlife habitat enhancement, watershed protection. Watershed must meet requirements of the law, and an approved watershed plan must be included. State point person: Richard W. Pfaff, Southeast Michigan Council of Governments, (313) 961-4266, pfaff@semcog.org. (<http://aspe.os.dhhs.gov/cfda/p10904.htm>)
20. **Nongame Wildlife Fund Grants**, MI DNR, to protect and manage natural communities. Each fall the DNR announces the annual emphasis. Apply to Michigan DNR.
21. **Robert Wood Johnson Foundation**. Priority to promote healthy communities, including increasing physical activity. Grants made to public agencies. Must be answering one of the open calls listed on their website. (www.rwjf.org)